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1. Since October 1951, the Karl Liebknecht Plant in Magdeburg has been called "SAG fuer Maschinenbau AMO, Zweigniederlassung in Deutschland, Schwermaschinenbau Karl Liebknecht, vorm. Buckau-Wolf, Magdeburg" (Karl Liebknecht Plant for the Construction of Heavy Machinery, formerly Buckau-Wolf Plant, in Magdeburg, under the control of SAG AMO). Until 1945, the name of the plant was Maschinenfabrik Buckau-Wolf, Magdeburg (Buckau-Wolf Machine Plant in Magdeburg). After 1945, the name of the plant was first changed to "SAG fuer Maschinenbau AMO, Zweigniederlassung in Deutschland, Werk Buckau-Wolf, Magdeburg" (Buckau-Wolf Plant of SAG AMO). It consisted of the two branch plants in Buckau and Salbke. The entire plant was subordinate to the Main Administration of the AMO which had its headquarters on Harnack Strasse in Magdeburg, and was headed by a Russian, General Manager Nikolai L. Bebenin and a machine construction engineer by profession.

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The main administration of the entire plant and of the Buckau branch plant was at 84-86 Strasse-der-deutsch-sowjetischen-Freundschaft in Magdeburg. The address of the Salbke branch plant was 4-5 Alt-Salbkeer Strasse, Salbke. It was located on the Magdeburg-Halle railroad line, 1.5 km from the Buckau plant in the direction of Schoenebeck.

2. Plant History

The Buckau Machine Plant was founded in 1838 and originally consisted of one plant called "Alte Bude" (Old Shack). Production included equipment for sugar factories. In 1884, the plant began producing machinery and steam boilers for briquette plants. In 1928, the enterprise was merged with the R. Wolf Corporation in Magdeburg-Salbke. In 1929, both plants were considerably expanded by large workshop buildings. In 1934, substantial investments were made for the improvement of machinery in order to meet increased requirements. Prior to World War II production of the combined plants included complete machine installations for brown coal briquette plants, peat briquette plants, gobbing and coal excavators, complete installations for sugar plants, chemical plants, brickworks, lime sandstone plants, hard coal briquette plants, mobile steam engines of 600 to 800 for industrial and agricultural purposes, steam plows, steam engines, steam boilers, complete boilerhouses, pumps, cell filter suction driers (Wellenfilter Saugtrockner), and Diesel engines.

After being taken over by the SAG administration in 1945, the plants, both of which had suffered serious damage during the war, were reconstructed.

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3. Power Supply

The Puckau branch plant had a small power station with modern equipment including a boilerhouse with coal-dust firing and turbo-generators. The plant also received electric power from the test stands during testing periods of Diesel engines and mobile steam engines and from the municipal network. The fuel supply arrived [] and, was always adequate. No information was available on the power supply of the Salbke branch plant. The machine equipment of the Puckau branch plant was that used in 1943-1944 but was in good condition because of current overhauls and general repairs. The plant had not then been expanded.

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[] following information on the machine equipment of the Salbke branch plant: There were two iron foundries equipped with 10 to 12 furnaces with a total monthly production of about 1,000 tons. The foundries were equipped with a large modern pattern-making shop with wood-drying chambers and woodworking machinery. Plans had been made to modernize the foundries. For example, preparations were made to introduce a vacuum process. This process consisted of covering the sand or mold forms with a dome producing a slight vacuum inside. The quality of the rather porous casting was scheduled to be improved by this process. The nonferrous metal foundry was operated for plant requirements only.

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The forge was the second largest in East Germany and was equipped with 15 to 20 steam hammers including hammers of 600 tons, 1,000 tons, and 2,000 tons. The preheating furnaces were partly oil-fired and partly electrically heated. The forge was equipped with a 3,000-ton press (Kruempelpresse) for the manufacture of end pieces of boilers. The machine equipment was in good condition. The two large lathe shops were equipped with modern lathes in 1945. The two assembly shops for Diesel engines had modern equipment. They were operated with an assembly line and were scheduled to be expanded. In 1951, the monthly output of the assembly shops totalled 80 to 90 Diesel engines of various sizes.

Boilers for mobile steam engines and other boilers were produced in the boiler forge. Boilers were also supplied to the Puckau branch plant. In 1951, the monthly output was 25 to 30 boilers for mobile steam engines. In addition, drums and other filter accessories were produced in the boiler forge.

In the assembly shop for filters, five to eight filters of various kinds, including cell filters and vacuum filters, could be assembled per month. In the shop for the assembly of mobile steam engines 25 to 30 could be assembled monthly. After being assembled the engines were tested in a three-day non-stop run.

The assembly shop for steamship engines was a three-bayed workshop building which was completed in 1951. Steam engines of 2,000 hp were assembled here. The shop was equipped with new lathes, grinding and milling benches. Attached to this shop was a large test stand with boiler installation.

4. The plant produced equipment for sugar plants. In 1950, two complete sets of equipment were delivered as reparations to the U.S.S.R. In 1951, two complete sets of equipment were supplied to the Soviet foreign trade. The equipment produced was of the latest technical development. Production of the plant included steam engines. In 1950, about 150 engines of about 80 hp were produced and delivered as reparations to the U.S.S.R. They were scheduled to be used for the operation of small power stations. The plant also produced

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trench excavators. In 1950, as well as in 1951, the plant produced 60 trench excavators and 30 striding excavators. They were delivered as reparations to the U.S.S.R.¹ In 1950 and 1951, four complete peat-processing installations were produced and delivered as reparations to the U.S.S.R. Production also included heating boilers which were only manufactured for steam engines produced in the plant.² The Foreign Trade Department of the U.S.S.R. ordered 225 mobile steam engines to be produced by the plant in 1951. They were to be used as driving engines for power stations and were delivered in complete sets with generators and switchboards. About 1,000 Diesel engines were turned out in 1950. Two types of Diesel engines were produced including a 4-cylinder model of 80 to 100 hp and a 6-cylinder model of 300 to 400 hp. The 1951 quota was 1,100 to 1,200 Diesel engines. Ninety percent of this amount was supplied to the U.S.S.R. and 10 percent to the Volkspolizei-See (VP-See), Poland and Rumania. The engines were used for the operation of cutters, excavators and stationary power units. The construction of Diesel engines up to 1,000 hp was scheduled.³ In 1950, forty different filters were produced, 90 percent of which was delivered as reparations to the U.S.S.R. and 10 percent to the chemical industries of East Germany. The filters produced included vacuum and cell filters (Vakuum- und Zellenfilter). The 1951 quota was 90 filters; 80 percent of this schedule was provided for the U.S.S.R. and 20 percent for East Germany and other East Bloc countries. The 1952 quota was 120 filters.

The production of steamship engines was started in July 1951. Two engines of 2,000 hp each were completed by late 1951. The 1952 schedule provided for the production of 24 engines. They were delivered as complete sets with boiler installations to the Foreign Trade Department of the U.S.S.R.⁴ According to 1944 prices, the value of the total 1950 output of the plant amounted to 70,000,000 eastmarks. The 1951 production was set at a value of 100,000,000 eastmarks and the 1952 production at a value of 110,000,000 to 120,000,000 eastmarks.

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The following bottlenecks were known: The boiler plate supplied by the Riessa/Lauchhammer Plant was of inferior quality because generally the edges had been rerolled. Plate had, therefore, to be imported from the U.S.S.R. for some time.

The supply of crankshafts was particular bottleneck. Most crankshafts came from the West. The deliveries had been temporarily interrupted beginning May 1951 but would be resumed at some later date.

There was a supply of electric motors and fittings but no new stocks were being received. Chief suppliers were the Sachsenwerke Niedersedlitz, the Plant for Electric Motors in Wernigerode, the Bamag Plant in Dessau, and the AEG Plant in Berlin-Treptow.

The supply of high quality steels, chains, and cogwheels was inadequate. In early 1951, these shortages were responsible for disturbances in production of mobile steam engines and Diesel engines. However,

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these bottlenecks could be overcome in a relatively short time. The iron foundry of the Salbke branch plant received sufficient scrap iron supplies but insufficient pig iron supplies.

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The technical control carried out by the Soviets set a very high standard for the acceptance of products delivered by the supplying firms. Usually 15 to 30 percent of the delivered products were declared to be waste.

5. In 1951, the combined plants had 9,700 employees including 2,200 clerks and 7,500 workers. The labor force of the Buckau plant, including the main administration of both plants, consisted of 1,500 technical and commercial employees and about 2,500 workers.
- The Salbke plant had about 700 employees and about 5000 workers. Work was done in both plants partly in two shifts and partly in three. The general manager of the combined plants was Michael I. Yudin, a Russian national, an engineer by profession, probably of Jewish descent. He had previously headed various other plants of SAG AMO and, finally, until 1951, was general manager of the Otto Gruson Plant in Magdeburg.
- he was responsible for salary and wage reductions. His deputy was Zukhanov (fnu), a Russian national, probably the political commissary of the plant. Two chief engineers were subordinate to the general manager of the Buckau and Salbke branch plants. For the Buckau plant: Voropayev (fnu), a Russian, a mechanical engineer, a competent specialist, a convinced Communist; he cooperated with the German engineers. For the Salbke plant: Alexey Stepanovich Shukov, Russian, a mechanical engineer by profession.
- One chief engineer each was assigned to the two main engineers. For the Buckau plant: Mikhail Ivanovich Trašov, Russian, For the Salbke plant: P. Ivanovich Gorbachov, and his successor was unidentified.
- The chief technical designer of the combined plants was Antonenko (fnu), Russian, a very competent specialist, especially in the construction of Diesel engines. Very objective (sachlich).
- The production manager of the entire plant was a Russian whose name was unknown. The chief accountant was Rodionov (fnu), Russian, directly subordinate to General Manager Yudin. The head of the cadre department, that is, the personnel department, was a former Czarist cavalry captain, a German national, SED member, very reserved; name unknown.
- Key personnel of the German main administration of the entire plant included Siegfried Strindhoff, the chief manager an engineer by profession, a very competent specialist.
- Vinz (fnu), technical manager formerly employed with the Junkers Plant: Gustav Schulz, employee in the commercial department.
- Luber (fnu), chief accountant, a very competent specialist, politically reserved; Dreyer (fnu), manager of the personnel department of the main German administration.
- Sobansky (fnu), manager of the cultural department.
- Graduate Engineer Janson (fnu), manager of

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the power department

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The name of the manager of the transportation department was unknown Scheitz (fnu), manager of the interpreters' department

His deputy Krerz (fnu) was a Ealt, employed in the Buckau plant for 30 years

The name of the manager of the department for social organization (gesellschaftliche Organisation) was unknown The official for this post was constantly being replaced.

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Director Bauer (fnu), manager of the main technical designing office,

He had been employed in the Buckau plant for more than 30 years.

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The name of the manager of the technical designing office for briquette plants and peat-processing installations was unknown

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Tichy (fnu), manager of the technical designing office for steam boilers, He was an engineer by profession and a well-known technical designer who turned out his own patents.

Graduate Engineer Wilhelm Beck, manager of the technical designing office for sugar plants was one of the top East German authorities in his field

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The names of the managers of the technical designing office for mining installations, for steam engines, for chemical fittings, and for filters were unknown The manager of the technical designing office for filters was a very competent specialist, and had been employed in the plant for more than 20 years.

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The Buckau branch plant had a plant manager to whom several engineers was subordinate. The name of the plant manager was unknown.

The plant manager of the Salbke branch plant was Forst (fnu)

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He had been employed in the plant for 35 year, and was reputed to be an expert in the construction of mobile steam engines. He was dismissed by the Russians in 1945, but was recalled in 1947. Forst had been a member of the NSDAP and was an SED applicant. He was politically reserved. The Salbke branch plant had three foundries. The manager of the foundries was Uelbricht (fnu) formerly a foreman, politically inactive.

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The manager of the forge was Kinzel (fnu), also a former foreman. a capable specialist, and an SED member. He was politically very active.

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The Salbke branch plant had two lathe shops for engines and one ordinary lathe shop. The name of the manager of the lathe shops was unknown

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The plant had an apprentice workshop.

The manager of the boiler department was Neumann (fnu) a former foreman, and a very active SED member.

The name of the manager of the engine assembly shop was unknown

The department for the construction of filters was controlled by the manager of the technical designing office.

The manager of the department for the construction of Diesel engines was Chief Engineer Post (fnu). an efficient specialist.

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an activist, and a labor hero.

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